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Daimler Chrysler Corp.

Patent Claims

1. A device with a unit (10) which is provided so as to activate an especially continuously adjustable drive unit (11) of a motor vehicle (12) dependent upon at least one control signal (α , α_{virt}) and at least in one phase (T) to produce a virtual control signal (α_{virt}) and instead to use a real control signal (α) for activating the drive unit (11) characterized by the fact that, the unit (10) is equipped so as to activate the drive unit (11) at least in a constant driving mode dependent upon the virtual control signal (α_{virt}).
2. A device according to claim 1, characterized by the fact that the unit (10) for determining a constant virtual control signal (α_{virt}) is provided.
3. A device according to claim 1, characterized by the fact that the unit (10) for determining the virtual control signal (α_{virt}) dependent upon a real control signal (α) at a switch on point (t_2) of the constant driving mode is provided.

4. A device according to claim 31, characterized by the fact that the virtual control signal (α_{virt}) at the switch on point (t_2) is equal to the real control signal (α).
5. A device according to any of the foregoing claims, characterized by the fact that the unit (10) for switching on and switching off the constant driving mode dependent upon a time course of a real control signal (α) is provided.
6. A device according to claim 5 characterized by the fact that the unit (10) is provided as to switch off the constant driving mode when the real control signal (α) exits an interval (I_α).
7. A device according to any of the foregoing claims, characterized by the fact that the unit (10) is provided to switch off the constant driving mode when the change speed (α') of the real control signal (α) leaves an interval ($I_{\alpha'}$).
8. A procedure for activating a device according to any of the foregoing claims.

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Summary

A device with a unit (10) which is equipped so as to activate an especially continuously adjustable drive unit (11) of a motor vehicle (12) dependent upon at least one control signal (α , α_{virt}), and at least in one phase (T) to create a virtual control signal (α_{virt}) and instead to use a real control signal (α) for activating the drive unit (11).

It is suggested that the unit (10) be equipped so as to activate the drive unit (11) at least in a constant driving mode dependent upon the virtual control signal (α_{virt}).

(Fig. 1).